

ALL U. S. RAILWAYS IN 19 BIG SYSTEMS

Interstate Commerce Board
Presents Tentative Plan
for Consolidation.

AIDS WEAKER LINES

Readjustment of Terminal
Facilities Would Result
in Economy.

NO SALE OF PROPERTIES

Poorer Roads Would Join With
Stronger by Exchange of
Securities.

WASHINGTON, Sept. 28.—A tentative plan for consolidation of all major American railroads into nineteen great competing systems was announced today by the Interstate Commerce Commission.

The proposed combination, authorized under the transportation act, is designed to remove weaknesses in the national railroad system shown by the operation of the rate making power of the commission, and to effect readjustment of terminal and other subsidiary facilities with resultant economy in operation and delivery of shipments.

Weak lines which have shown their inability to "live" under rate schedules profitable to stronger roads would, under the plan, be attached to systems more advantageously situated, but it was announced that in every case the effort was made to maintain the identity of existing strong systems.

Hearings will be called by the commission for the purpose of discussing the proposed consolidations. Since under the law no plan can be adopted which has not been given the approval of the individual lines affected as well as that of the commission, it was expected that discussion would be prolonged and that a number of modifications from the plan made public today would be suggested.

"We have sought to minimize dismemberment of existing lines and systems," the commission's announcement said. "This tentative plan is put forth in order to elicit a full record upon which the plan ultimately adopted can rest, and without prejudgment."

As announced to-day, the proposed consolidations are:

No. 1—New York Central, including the Cleveland, Cincinnati, Chicago and St. Louis, Monongahela, Boston and Maine, Bangor and Aroostook and others.

No. 2—Pennsylvania, including Toledo, Peoria and Western, Long Island, Monongahela, as an alternative to the inclusion of that road in the New York Central system, and others.

No. 3—Baltimore and Ohio, Reading, New York, New Haven and Hartford, Lehigh and Hudson and others.

No. 4—Chicago and Erie, Delaware, Lackawanna and Western, Bessmer and Lake Erie, Wabash lines east of the Missouri and others.

No. 5—Lehigh Valley, New York, Chicago and St. Louis, Pittsburgh and West Virginia and others.

No. 6—New York, New Haven and Hartford, Boston and Maine, Bangor and Aroostook, Lehigh and Hudson and others.

No. 7—New York, New Haven and Hartford, Boston and Maine, Bangor and Aroostook, Lehigh and Hudson and others.

No. 8—Chicago and Erie, Delaware, Lackawanna and Western, Bessmer and Lake Erie, Wabash lines east of the Missouri and others.

No. 9—Atlantic Coast Line, Norfolk Southern, Florida East Coast, Mississippi Central, Carolina, Clinchfield and Ohio and Louisville and Nashville and others.

No. 10—Illinois Central, Seaboard Air Line, Carolina, Chesapeake and Ohio, and others.

No. 11—Union Pacific lines, Chicago and Northwestern, Wabash lines west of the Missouri and others.

No. 12—Chicago, Burlington and Quincy, Northern Pacific, Spokane, Portland and Seattle and others.

No. 13—Chicago, Milwaukee and St. Paul, Great Northern and others.

No. 14—Atchafalaya, Topeka and Santa Fe, Colorado and Southern, Denver and Rio Grande, Western Pacific and others.

No. 15—Southern Pacific Company, Chicago, Rock Island and Pacific, El Paso and Southern, Vicksburg, Shreveport and Pacific and others.

No. 16—St. Louis-San Francisco, St. Louis Southwestern, Chicago and Alton, Missouri, Kansas and Texas, San Antonio, Uvalde and Gulf and others.

No. 17—Chicago and Eastern Illinois, Missouri Pacific, Texas and Pacific, Gulf Coast lines and others.

In the main this plan follows the line of consolidation worked out under the direction of the Interstate Commerce Commission by Prof. William Z. Ripley of Harvard College, but some changes were made and alternatives proposed.

Prof. Ripley's report, issued with the commission plan, suggested that the consolidations, if decided upon, could be brought about without sale of properties through the exchange of securities between the corporations participating in mergers.

'MARGOT' PUBLISHES DIARY OF 'LITTLE JOURNEY' TO NILE

First Instalment of Mrs. Asquith's Work, Written
Thirty Years Ago, as Racy as Her Reminiscences
and Abounding in Frank Comment.

Special Cable to THE NEW YORK HERALD.
Copyright, 1921, by THE NEW YORK HERALD.
New York Herald Bureau,
London, Sept. 28.

Margot (Mrs. Asquith) is at her "best" in a new diary of "A Little Journey," taken with her father and mother thirty years ago to Milan, Rome and the Nile, the first instalment of which was published this week by the Ladies Field. It is as racy as the much discussed reminiscences of last year and abounds in fearless and often brutal comments on public men and with ideas on politics, life, literature and social habits. It is written in the same vein and with the same atmosphere as her other diary, which is still being attacked in many circles here, but is being sold heavily.

Margot now criticizes Gladstone, refers to devoting "charming letters" from Mr. Asquith and writes under the date of November 19, 1891, that Harry Cust "thinks me a fool." Among the passages from Rome there is the following: "Harry Cust and Bennett Road were with us at the time I discussed modern politics with the latter and the rape of the Sabine women with the former."

Another passage says: "Lord Dufferin advised me to marry. He said I was too nice to be alone and too clever not to be helping some man. He begged me not to be led away by personal attraction and said that respect was the first thing and love the second."

In another place she says: "Mr. Miller took us to the Mosque. I like to talk to him though he makes me feel a little too dependent on information."

AGRICULTURAL BLOC ENTERS TAX FIGHT

Demands Repeal of Transportation
and Retention of Excess Profits Taxes.

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau,
Washington, D. C., Sept. 28.

The bipartisan aggregation of Senators commonly styled "the agricultural bloc" stepped forward to-day with a whole basketful of monkey wrenches to toss into the Senate Finance Committee's tax revision programme. They pressed two demands:

First, repeal of the transportation taxes, involving an annual loss of \$262,000,000 revenue.

Continuance of the excess profits taxes, which the Finance Committee bill, already approved by the house, would repeal beginning January 1, 1922.

Maintenance of the present rates of surtaxes, which the Finance Committee would scale down from the present maximum of 65 per cent. to 32 per cent.

Furthermore, it would not be surprising to find many of the Republicans of the bloc supporting the Democratic programme for still further reduction in the rates on small incomes.

The bloc is planning to meet in a day or two to formulate a definite plan of action. Its leaders predict they will be able to muster twenty-five or thirty votes in favor of their own programme and they are confident that with the aid of many Senators, principally Democrats outside the bloc, they will be able to upset the Finance Committee's recommendation.

Republican leaders already concede the probable repeal of the transportation tax. The House has already voted to repeal this levy, but the Finance Committee by a close vote decided to recommend a transportation tax at one-half the rate in the existing law. Under the rate recommended by the committee the annual yield of the transportation tax would be about \$121,000,000. Farm organizations throughout the country are clamoring for repeal of the tax on the ground that it creates prohibitive transportation costs.

Senator McNary (Or.) introduced an amendment for complete repeal of the transportation tax. The Finance Committee is already considering the new levies, perhaps three cent letter postage and bank check taxes, to offset the loss of the transportation tax.

Republican leaders scoffed at the bloc's claims of strength regarding excess

to talk really well. Arthur Balfour has precisely the opposite effect. The fact is, I don't know enough, and all the imaginative insight in the world won't serve instead of knowledge to eighty out of a hundred people."

"Gladstone," she writes, "is as ignorant of the true state of this country as a child is of matches, and his foreign policy is ineffectual to a degree. What with Salisbury's way and tact and Gladstone's party squabbling, except is likely to become a great difficulty to us."

About England she writes: "I never go abroad without feeling pride in my country. We are honest and trusted; we are brave and inspire courage; we are cultivated and clean. If you want to flatter a Frenchman or an Austrian you have only to say you took him for an Englishman. We women get our taste in clothes from Paris, but the French and Austrians get their clothes in London and their tastes in sport from these."

We might do well to copy the manners of the Austrians or Arabs and imitate the French in their education and cooking of vegetables. Beyond this I never saw a country that did not tempt me to say, 'thank God I am English,' or a religion that did not make me pray for others and bless my God."

In describing a ride with Lord Athlumney, she says that she felt she was "showing more ankle than a safety pin had guaranteed. Lord Athlumney, seeing her and said that respect was the first thing and love the second."

"Oh, never mind. If you knew what was to see a well turned leg after tea, Arab shanks you would forgive us for seeing beyond your ankle."

profits and surtaxes and predicted that the Finance Committee's recommendations, with the probable exception of the transportation tax, would be accepted.

According to the Finance Committee's estimate, the annual loss of revenue from repeal of the excess profits tax would be about \$400,000,000 and from reduction of surtaxes about \$90,000,000.

The tax bill was the subject of consideration by the Senate for more than five hours to-day. Many minor amendments proposed by the Finance Committee to the House bill were approved, but all the controversial sections were passed over without action. The controversial sections, which include the excess profits tax, the surtaxes, the transportation taxes, the estate taxes, the beverage taxes and the levies on admissions and dues, probably will be taken up to-morrow.

4,000 POUND AIR BOMB TO BE TESTED TO-DAY

Heaviest Ever Made; Carries
2,400 Pounds of TNT.

WASHINGTON, Sept. 28.—Tests of a new 4,000 pound aerial bomb, said to be the heaviest and probably the most destructive ever constructed, will be held at Aberdeen Proving Grounds, Md., to-morrow.

Measuring fourteen feet in length and about two feet in diameter, the projectile is designed to carry 2,400 pounds of TNT.

Only machines of great lifting ability are adaptable for handling the new bomb and, in to-morrow's tests, army flyers will use a Handley-Page model, equipped with special carrying and landing devices. Capt. Norbert Caroll, an experienced aviator, will operate the plane used.

The tests will be not without unusual danger to the aviator, army flyers said, because of the effect on the machine of the sudden detaching of a load of two tons.

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Senator McNary (Or.) introduced an amendment for complete repeal of the transportation tax. The Finance Committee is already considering the new levies, perhaps three cent letter postage and bank check taxes, to offset the loss of the transportation tax.

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HARDING WOULD CUT DEBATING IN SENATE

Favors Curtailing Privilege
of Unlimited Talk in
Upper Body.

MOVEMENT IS GROWING

One Hour's Time for Each
Senator Is Plan Advocated
by Reformers.

BROUGHT ON BY BEER BILL

Republican Leaders in Charge
of New Rule Will Get Democratic Help.

By the Associated Press.
WASHINGTON, Sept. 28.—A movement to curtail Senatorial privilege of virtually unlimited debate reached such proportions to-day that an unofficial committee of Republican Senators went to the White House and conferred on the question with President Harding.

While the proposed rule has not yet been drawn up, it was understood that the plan contemplates a change in the Senate rules so that cloture would be invoked by a mere majority vote instead of by the two-thirds vote now required. After invocation of the rule each Senator's time for debate would be limited to one hour, it was said.

Sudden as was the movement to restrict definitely the ancient rule permitting Senators to speak at length, those behind the plan declared to-night for the first time in the Senate's history adoption of a real majority cloture rule.

The informal committee that discussed the matter with the President consisted of Senators Lenroot of Wisconsin, Frelinghuysen of New Jersey and Kellogg of Minnesota, and were said to have received assurances that the Executive would not interpose any objection to the cloture plan.

The movement so far has been confined to several Republican Senators, having been initiated actively at a conference of about a dozen Republicans last night. The "charter members" comprise mostly Republicans of the younger group from both Eastern and Western States.

Obstruction of the anti-beer bill recently in the Senate was said to have been the immediate cause of the new movement. It was said in addition, however, that during the recent recess of Congress Senators had heard many complaints of delay in Senate business because of filibustering and other methods of protracting debate.

Many Republican Senators were sounded out to-day and a majority were said to have favored the new plan. Those active in the new movement said that they were sure of substantial support from the Democratic side. It was pointed out that Senator Underwood of Alabama, Democratic floor leader a few years ago, had sponsored a more drastic cloture rule.

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SEEK NEW TESTIMONY FOR MRS. STILLMAN

Counsel to Send to Canada;
Reconciliation Denied.

Special Despatch to THE NEW YORK HERALD.
POUGHKEEPSIE, N. Y., Sept. 28.—When the hearings in the Stillman divorce case are resumed here October 11 application will be made for the appointment of a commission to go to Canada to take new testimony of witnesses who have testified at previous hearings.

There will be about twelve sessions instead of four, as previously planned, according to John E. Mack, guardian ad litem of Baby Guy Stillman, whose legitimacy has been questioned by James A. Stillman. There probably will be testimony introduced by Mrs. Stillman's counsel to prove beyond doubt the legitimacy of Baby Guy's birth. It is stated.

It is stated that several Canadian witnesses have retracted their former testimony in behalf of Mr. Stillman and now will endeavor to clear Mrs. Stillman's name. The keyhole, ladder and curtain episodes testified to at former sessions will be destroyed, according to reports here.

It is said that a conference of Mrs. Stillman's chief counsel, John F. Brennan and Mr. Mack, will take place at Poughkeepsie early next week when the new line of attack will be outlined. Mr. Mack and Mr. Brennan denied there had been any effort to bring about a reconciliation between Mr. and Mrs. Stillman.

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SENATE SITS NIGHTS TO SPEED TREATIES

Harding Approves Lodge
Scheme for Early Ratification
of Pacts.

BEFORE PARLEY MEETS

Democrats Busy Preparing Series
of Reservations for
Caucus Action.

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau,
Washington, D. C., Sept. 28.

In a drive to speed up ratification of the German, Austrian and Hungarian peace treaties over increasing opposition among the Democrats, Republican leaders, with the approval of President Harding, held the Senate in session late to-night.

Most of the night session was taken up by Senator Kellogg (Minn.), who advocated prompt and favorable action. Senator Kellogg answered some objections raised against the compact, contending that the Senate could safely adopt the ratification resolution without fear of becoming entangled in European broils.

Senator Lodge went to the White House early to-day and discussed with President Harding plans for combating Democratic opposition and bringing the pacts to an early vote. The programme calls for a series of night sessions and will require constant attendance of a quorum of Republican Senators. Mr. Lodge assured the President that a sufficient number of votes were in prospect to ratify the treaties notwithstanding the unexpected development of Democratic opposition. The President is understood to have expressed approval of Senator Lodge's plans and to have reiterated his desire for action on the treaties before the opening of the international conference on the limitation of armaments November 11.

Democratic Senators were busy during the day preparing a series of reservations which they will take up at to-morrow's caucus. Perhaps half a dozen such reservations will be ready to receive attention. No attempt will be made to bind Democratic Senators to solid party action, but efforts will be made to present as nearly a united front as possible in favor of reservations designed to preserve the Democratic doctrine favoring participation in European affairs.

Despatches from Berlin forecasting